

Testimony of Delegate James M. Scott

My name is Jim Scott, member of the House of Delegates representing the 53rd District of Virginia and Chairman of the House Joint Resolution 276 Committee which was established in 1999 to evaluate and create interim improvements within the 1700 acre Tysons Corner Urban Center of Fairfax County. The committee consists of members of the Virginia House, Senate, Fairfax County Board of Supervisors, TYTRAN, MCA, the Tysons Tax District and key employers within the Tysons area.

I am here today to represent their concerns and questions in regard to the Fluor Daniel proposal.

1. The Fluor Daniel Capital Hot Lane proposal dated October 1, 2003 (modified March 2004) needs much more study, more public outreach and careful coordination with the Tysons landowners, members of the new Tysons Rail Tax District and TYTRAN members. None of these organizations have been briefed by Fluor Daniel, the Federal Highway Administration or the County of Fairfax. There are significant conflicts between this public proposal and private landowner initiatives within the Tysons Corner area.
2. Specifically, Ramps 4, B, C, and L and the connector from the outer loop as shown on Sheet 3 of 12 have not been coordinated with impacted the landowners and are tantamount to the threat of a taking or condemnation. Fluor Daniel needs to look at the grades on Jones Branch Drive, a point of connection, and they will find Jones Branch Drive needs to be raised 4 feet for approximately 600 linear feet to make the transition.
3. If the Jones Branch Drive outer beltway and associated ramps are going to be accomplished, it appears a bridge across the inner and outer loops of the beltway connecting Jones Branch Drive to Scotts Run Crossing and ending at the Rt. 123 intersection of Colshire Drive is feasible and desirable. This could create a platform for a new set of ramps to service both the Cap One project and the Tysons East Rail Station.
4. Ramp J appears to run through and terminate with a recently approved residential project by SAIC and Lincoln Properties. Perhaps a better location is through the dead end roadway at the Dr. McCrary "tooth."

Petition
Public Private Transportation Advisory Panel
April 2004

We, the undersigned residents of Dunn Loring, VA, are concerned about the HOT lane proposal currently being considered by the State of Virginia.

We acknowledge the State's need to consider transportation options to accommodate our region's growing population. However, we expect that the State will also consider the impact these changes could have on the quality of life of its residents and their private property.

If the State agrees to the Fluor Daniel proposal to build HOT lanes on I-495, we implore the State to require that the plan design include the erection of sound barriers. These barriers are essential to ensure that residents and homes bordering the Beltway will not be adversely affected by the HOT lane project.

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Good evening, my name is Michael Malak. I am President of the Kings Park Civic Association, representing 1100 homes situated one mile west of the Beltway on Braddock Rd.

The first choice of Kings Park residents would have been the 1993 proposal of 10 lanes for a mere \$190 million. I have copies of the Sep. 17, 1993 Fairfax Journal article if anyone here is interested.

But clearly, *something* has to be done given the year 2020 Beltway LOS E and F congestion lasting 18 hours per day from 4am until 10pm. If 12 lanes rather than 10 is the only way that a Beltway project can be funded, then the following seven deficiencies I've observed in the Fluor plan must be addressed:

- 1) Regarding the two bicycle bridges – the W&OD and the Wakefield-Americana (structures numbered 18 and 30 in the Fluor diagrams), access must be maintained before, during, and after construction. If a bridge is to be replaced, the replacement should be constructed before demolition of the old one. Road construction equipment and fences must not block access at any time.
- 2) Direct access ramps from Braddock Rd. to the HOT lanes are described as an option. Let me tell you now, this is not optional. The Braddock District will be giving up the most park land – a quote from Fluor's own presentation, quote "major parkland taking". In exchange for Beltway lanes kissing the Wakefield Park tennis courts and bicycle trail, Kings Park residents will expect direct access to the HOT lanes from Braddock Rd.
- 3) HOV ramp from the Outer Loop to I-395. This ramp was originally Phase 8 of the Springfield Interchange, but due to budget problems of that project it was transferred to the VDOT Beltway HOV project. If the Fluor HOT plan is to replace the VDOT HOV plan, it is incumbent upon Fluor to build this ramp. What point is there of Beltway HOT lanes when express buses and HOV traffic must sit in the I-395 standstill for ten minutes before reaching the Edsall Rd. ramps? Allow me to digress for a moment to extol the virtues of express buses. Every 10 minutes or so, an express Metrobus comes through the middle of Kings Park to whisk residents along the I-395 HOV lanes non-stop to the Pentagon Metrorail. It's like living on a subway line because residents walk to bus stops, and then enjoy a 25-minute ride to the Pentagon – except it's 35 minutes when I-395 is at a standstill. VDOT has declared this ramp to be part of the Beltway widening, and so Fluor must provide it.
- 4) I saw nothing in the plan addressing widening the roads feeding the Beltway. The VDOT HOV plan went to the other extreme – with a 12-lane Braddock Rd. and a ramp arching over the Wakefield Park entrance forming a concrete and steel gateway. A wider Beltway *will* suck in more traffic from the feeder roads. Kings Park favors adding one or two Braddock Rd. lanes that would be HOT or HOV, to give express buses the opportunity to pass stopped traffic.
- 5) Similarly, HOV within Tysons must be a part of the Fluor plan. Without them, buses will be "hurry up and wait". HOV lanes within Tysons itself could serve as the long talked-about Tysons people-mover.
- 6) Privacy concerns on the automatic toll collection. It is technologically possible to have the best of both worlds – privacy and convenience – but this option is rarely discussed in the public forum, probably due to lack of awareness. A technology called "digital cash" would allow secure, anonymous, automatic digital transactions. This would avoid having the comings and goings of residents being logged into a central database.
- 7) Parallel bicycle trail. North-south bicycle commuting is at present treacherous with the likes of shoulderless Prosperity Ave. and Gallows Rd. Just as I-66 inside the Beltway is multi-modal and supports cars, bicycles, and rail, so should the Beltway – at least cars and bicycles for now.

Finally, on the public-private partnership – a private company, Fluor, is proposing to take the region's "Main Street", the Beltway, and erect virtual tollbooths and let the money start pouring in. This could be OK provided that the amenities VDOT was going to provide in its plan will be provided by Fluor. – amenities such as direct access ramps and improved feeder roads. The additional cost should be borne by Beltway users in the form of higher tolls. If Prince William County residents are going to traipse through Wakefield Park, then they should pay for that privilege, with the money going toward amenities serving impacted communities such as Kings Park.

In summary, the vision Kings Park has is of non-stop express buses from Kings Park to Tysons, traveling along Braddock Rd. HOV lanes, Beltway HOT lanes, and Tysons HOV lanes. Kings Park would have preferred a public low-cost 10-lane project, but if it is to be a private 12-lane project, the aforementioned seven points must be addressed. Fluor must include these amenities in its plan because some of them would have been provided by the public agency, VDOT, and the rest would serve as compensation to the communities losing parkland. Thank you.



The Voice of Business in Northern Virginia™

Testimony of Douglas Koelema

On behalf of the Fairfax County Chamber of Commerce

Public Hearing on Capital Beltway HOT Lanes Proposal

I-495 Public-Private Transportation Advisory Panel

April 29, 2004

Good evening panel members.

I am Douglas Koelema, here this evening to speak for the Fairfax County Chamber of Commerce. Our members collectively employ more than 650,000 of our family members, friends and neighbors across the Northern Virginia/Washington metropolitan region.

Let me state this clearly. The Fairfax County Chamber of Commerce supports the building of High Occupancy/Toll lanes on the Capital Beltway under the Public Private Transportation Act as proposed by Fluor Daniel. This project would provide new choices for commuters, a plan that integrates bus transit and carpooling, added road capacity and timely construction -- and it is largely self-financing.

Our support is part of a continued commitment to balanced, innovative funding and construction approaches to transportation projects. Whether HOT lanes, telework, special tax districts such as the one which helped build Route 28 or expanded public-private partnerships, the business community sees many solutions to the Northern Virginia's transportation crisis start right here at home.

And no one should doubt that Northern Virginia is suffering under a full-blown transportation crisis.

First, the region has experienced a devastating shortage of funds to expand our transit facilities, roadways and other transportation networks at a time when our population has grown to two million people and all are demanding more mobility.

Next, too few transportation dollars and too many demands make it difficult to balance our investments in road and transit projects effectively.

And finally, as a region and as a Commonwealth, we have been slow to adopt innovative construction and financing practices. Simply waiting for more federal transportation grants or state transportation bond issues is not a realistic strategy.

This proposal before you to add HOT Lanes to the Capital Beltway successfully addresses each of those shortcomings.

First, Fluor Daniel's proposal would create a public-private partnership in which the public partner, the Virginia taxpayer, would be responsible for no



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more than 13 percent of the total construction costs. Toll revenues from single-occupancy drivers who use these lanes would pay for the vast majority of the remaining cost. Once the road is paid for, those tolls could provide a steady stream of revenue for other transportation projects, including rail.

Next, this proposal balances roads and mass transit services. Not only would it add 50 percent more road capacity to an existing travel corridor, this proposal would add the first dedicated carpool and mass transit lanes to the Beltway.

This plan also would connect Beltway HOT lanes to existing HOV lanes on I-95, I-66 and the Dulles Toll Road and move commuters by express bus, vanpool and car to and from existing employment centers in Merrifield, Tysons Corner and the Dulles Corridor. Metro buses also would use the lanes to provide - finally -- a real transit option for Beltway travelers.

Also critical to the business community are HOT lanes that do not limit the options for future rail service. So we note positively that the Fluor Daniel proposals will work with either of the top two rail alternatives recommended by the Virginia Department of Rail and Public Transportation.

We also praise the Fluor Daniel design team for crafting a plan that will minimize the impact on local neighborhoods. Contrary to what some may suggest, this proposal calls for adding HOT lanes to the Beltway largely within the existing right-of-way. The impact on surrounding communities will be considerably less than was suggested in earlier proposals by Virginia's Department of Transportation.

More transportation choices, more mobility, within existing right-of-way, now. The Fairfax County Chamber of Commerce wants to make the HOT Lane concept a reality in our community.

Thank you.

5. We have some general questions as follows:

- a). Will the Hot Lanes proposal require a supplemental EIS to the 12 lane Beltway widening study?
- b). Which regional authorities, such as the Federal Government, VDOT, Fairfax County, COG, etc., have studied, endorsed or financially analyzed the project to date?
- c). Who and why was Old Dominion Drive selected as the terminus of the project and why aren't there ingress and egress ramps at this point?

Thank you for the opportunity to offer our comments on this important transportation proposal.

April 29, 2004